Belize’s Approach: “Safe System in action”

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The World Bank Headquarters
Washington DC, USA
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Chief Executive Officer – MFED
Chair of the Belize Road Safety Operational Steering Committee
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- Summary
  - Aim to reduce deaths and serious injuries through a multifaceted approach including infrastructure improvements

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**No distractions!!! Turn off cell phones & no texting**

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**Are you safe?**
Belize’s Delegation

- Yvonne S. Hyde, Chief Executive Officer in the Ministry of Economic Development and Petroleum
- Errol Gentle, Chief Executive Officer in the Ministry of Works and Transport
- Graciano Medina, Task Leader and Senior Executive Engineer in the Ministry of Works
- Pamela Ann Scott, Project Manager RSP in the Ministry of Economic Development and Petroleum

<table>
<thead>
<tr>
<th>COUNTERMEASURE TYPE</th>
<th>KSI* Saved (20 Years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shoulder widening</td>
<td>289</td>
</tr>
<tr>
<td>Road safety Barriers</td>
<td>121</td>
</tr>
<tr>
<td>Delineation</td>
<td>42</td>
</tr>
<tr>
<td>Pedestrian Crossing</td>
<td>13</td>
</tr>
<tr>
<td>Road Surface upgrade</td>
<td>3</td>
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<tr>
<td>Lane Widening</td>
<td>2</td>
</tr>
</tbody>
</table>
Public health concern that, given the resulting loss in productivity and increased vulnerability to poverty, has significant social and economic repercussions.
Road Traffic Accidents (RTA) are the fourth leading cause of death in Belize.
BEFORE

Fatality location 2001-2012
Proposed Demonstration Corridor verse other corridor

NOW

Fatality location 2013-2016
Demonstration Corridor verse other corridor
RTA trends 2013-2016
Project Period

Fatalities

2013 2014 2015 2016

Rural Roads
Southern Hwy
Phillip Goldson Hwy
George Price Hwy - Guanacaste West
Demonstration Corridor
Project Focus

- Objective - to reduce deaths and serious injuries associated with road traffic collisions
- Achievements - multidisciplinary approach (safe for all users interacting)
- First phase in partnership with the Caribbean Development Bank, expected to be a long-term GOBZ initiative to improve road safety in Belize.

Road Safely Project (cross sectorial approach)

<table>
<thead>
<tr>
<th>Road safety Management</th>
<th>Safer Roads</th>
<th>Safer Road user</th>
<th>Post-crash response</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Road safety Mentoring</td>
<td>• Road Infrastructure (80 km Demonstration Corridor) including urban setting – BMP Ring Road</td>
<td>• Public Education and Awareness Campaigns</td>
<td>• Emergency Services - Ambulances and equipment</td>
</tr>
<tr>
<td>• Road Safety Training</td>
<td>• iRAP tool integrated into the road maintenance planning</td>
<td>• Curriculum Development and teacher Training</td>
<td>• Training of Emergency Medical Technician</td>
</tr>
<tr>
<td>• Monitoring and evaluation support</td>
<td>• iRAP tool integrated into Capital Works Programme</td>
<td>• Enforcement - Vehicles and equipment</td>
<td></td>
</tr>
<tr>
<td>• Capacity Building – ensuring updated knowledge and skills acquired timely</td>
<td></td>
<td>• Legislative changes</td>
<td></td>
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<tr>
<td>• Project Management support</td>
<td></td>
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</tbody>
</table>

A 20% reduction in injuries and fatalities resulting from traffic crashes (road trauma) along the corridor

Working together to make a safer Belize!!!
GOB/CDB Commitment

Strengthening Management Capacity

Implementing Safety Approaches

Improving Safety Performance Measures

Mobilizing Resources
Government efforts

**Partnership with the Caribbean Development Bank** (recognition to CDB for taking the risk with GOB to set up a first phase – many lessons learnt and are being used on new projects, in particular infrastructure projects, strengthening road safety curriculum in schools, building on awareness program, enhance capacity of professionals, etc.)

Endorsement of the **National Road Safety Committee** in July 2013

**Road Safety Master Plan with a Vision 2030** with an aim "Towards Zero Deaths" (*where we do not accept that fatalities and serious injuries on our roads are inevitable or acceptable*)

Establishment of **Technical Working Groups** – Education, Enforcement and M&E

Belizean **Youth for Road Safety** active involvement

Focus on safety with all **key Government line Ministries** working in harmony to implement the components defined (Note: without this cohesion, we would not have made such progress)
<table>
<thead>
<tr>
<th>Description</th>
<th>Expected output</th>
<th>Achievement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Infrastructure</td>
<td>80 km upgraded to a 3 star rating</td>
<td>75 km upgraded iRAP pre assessment completed</td>
</tr>
<tr>
<td></td>
<td>iRAP tool pre and post assessment</td>
<td></td>
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</table>

Road Safety Infrastructure Component
<table>
<thead>
<tr>
<th>Description</th>
<th>Expected output</th>
<th>Achievement</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Education and Training</strong></td>
<td>100 teachers trained 10 schools within the corridor Curriculum and materials developed</td>
<td>185 teachers trained 50 schools within the corridor Curriculum and materials being rolled out</td>
</tr>
<tr>
<td><strong>Communications</strong></td>
<td>KAP surveys Strategy 6 Campaigns</td>
<td>KAP survey completed Strategy Completed Campaigns in development</td>
</tr>
<tr>
<td><strong>Public Education and Awareness Campaign Component</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description</td>
<td>Expected Output</td>
<td>Achievement</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Enforcement</td>
<td>2 highway patrols&lt;br&gt;Enforcement training&lt;br&gt;Radar guns and breathalyzers</td>
<td>2 highway patrols&lt;br&gt;operating&lt;br&gt;2 radar guns; in-camera; other&lt;br&gt;12 breathalyzers</td>
</tr>
</tbody>
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**Enforcement Component**

**Hotline**

Call: 637-1070

Text: 637-1075

**Radar Guns**
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<tr>
<th>Description</th>
<th>Expected output</th>
<th>Achievement</th>
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</thead>
<tbody>
<tr>
<td>Emergency Services</td>
<td>2 Type III Ambulances with tracking devices</td>
<td>MFR (Medical First Responders Training) completed for 110 – 40 staff from MOH (15 males and 25 females or 37.5% males and 62.5% females); 40 officers MNS (4 or 10% females and 36 or 90% males) and 30 Transport Officers (100% males)</td>
</tr>
<tr>
<td>Belize Inpatient Admissions for RTA Injuries by Gender, 2009-2015</td>
<td>Trainings in FRT, BLS, MFR and EMT</td>
<td>BLS (Basic Life Support Training) completed for 44 staff from MOH (26 or 59% females and 18 or 41% males)</td>
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<tr>
<td></td>
<td></td>
<td>FRT (First Responders Training) delivered to 604 New Police Recruits (105 or 17.4% were females and 499 or 82.67% were males) during 2014 and 2015</td>
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<tr>
<td></td>
<td></td>
<td>EMT (Emergency Medical Technician Training) should commence for approximately 18 persons</td>
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## Capacity Building Component

<table>
<thead>
<tr>
<th>Description</th>
<th>Expected output</th>
<th>Achievement</th>
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</thead>
<tbody>
<tr>
<td>Capacity Building</td>
<td>Public Sector employees trained in road safety management (20) and traffic law enforcement (35)</td>
<td>YOURS ~ BYRS (35) First responders training delivered to 476 New Police Recruits and 30 Transport Officers DDT, RS 101, Introduction to Road Safety Enforcement Trainings to 753 participants (727 or 96.55% males and 26 or 3.45% females) were trained</td>
</tr>
</tbody>
</table>

- **Mentoring**
- **Training**
- **Monitoring and evaluation**

Regular mentoring

Continuous monitoring
Gaps in Belize’s Road Safety Approach

- **Road Safety Infrastructure** – improvements to the George Price Highway between Belize City and Belmopan
  - Absence of a **Road Maintenance System** with the line ministry responsible to ensure long term sustainability for the country

- **Road User Education and Awareness** – increasing awareness through campaigns targeting road users and students in schools along the Corridor
  - Absence of a **graduated driver’s licensing system** which could strengthen high risk motorized driven road users to be introduced to the system which could reduce the overall exposure and hopefully reduce the number of crashes in the long term
  - Absence of full implementation of an inspection system for motorized transport (emissions, types of tires used, etc.)

- **Road Safety Enforcement** – improvement of traffic law enforcement through training and capacity enhancement of the relevant authorities (Police and Transport Departments; Municipalities)
  - **Continued capacity building** to ensure that knowledge is strengthened
  - **Updating legislations** such as the use of seatbelts, speeding and driving under the influence of alcohol
  - Policy for the importation of motorized transport not road worthy

- **Road Accident Emergency Services** – improvement of post-crash trauma care
  - Strengthen of measurement of disease burden to understand real road traffic causes – **health research** is essential to design, implement interventions, policies and service delivery
SUMMARY
Safe System Approach

Safe roads - that are predictable & forgiving of mistakes

Safe speeds - travel speeds suit the function & level of road safety

Safe vehicles - that prevent crashes & protect road users

Safe road use - road users that are skilled & competent, alert & unimpaired. They comply with road rules, take steps to improve safety
Management Framework

Focus on Performance Targets

Objective Achieved
KSI Reduced by 20%
3-Star Demonstration Corridor

Goal
- Setting clear goals
- Motivation

Reality
- Checking and raising awareness of Road Safety
- Obtain feedback

Options
- Finding alternative choices
- Seek stakeholders input

Work on commitment
- Identify clear roles and functions
- Commit to actions
Results and lessons learned
Demonstration Corridor

• Creating partnership and **engaging stakeholders in decision making** process from the onset of project planning and implementation – ownership

• **iRAP** proved to be an **effective tool** to inform road safety investment planning and decision making

• 2015 has recorded a **decrease** on the Demonstration Corridor in comparison to the baseline year 2012 (Absolute values in 2012 was 11 and in 2015 is 7 (37% decrease))

• Along the **Demonstration Corridor** in 2015, 7 deaths recorded representing **8%** of total fatalities recorded in the country **for the year 2015**
RESULTS AND LESSONS LEARNED – POSITIVE APPROACH

- Maintain and strengthen a sustained road safety management system using a **multifaceted approach**
- Conducting **annual review of progress** and identification of gaps
- Continue **capacity building of professionals** within each line Ministry so as to build on existing technologies, approach and at the same time adopting to national situation
- **Utility companies incorporated** into the design/planning process
- Effective support from the **Caribbean Development Bank** and key **line Ministries**
- The Capacity Review and **iRap effective tools** to inform road safety investment planning and decision making
- Incorporating **wide stakeholder engagement** in the decision making process has entrenched ownership across all project participants and sound coordination of efforts and partnership
- The **highly consultative approach** during implementation, has empowered all project participants to identify and own their role in the broader system-wide approach to road safety, and have accordingly committed appropriate human and fiscal resources
- Having a “**Champion**” to take on the responsibly of leading and overseeing the initiative is key
- Collaboration with **other related efforts** (SIF/WB, IDB, etc.) at the national level can maximise the effective use of existing financial and human resources
- **Climate change variability considerations** could be given more consideration
- Continued **Public Education and Awareness**
## International developments

<table>
<thead>
<tr>
<th>Developments</th>
<th>Notes</th>
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<tbody>
<tr>
<td><strong>Recipients of the 2015 IRF Flagship Road Safety Award</strong></td>
<td>GOB received award in Montego Bay, Jamaica on May 6, 2015</td>
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<tr>
<td><strong>iRAP Innovation Workshop, Royal Horseguards Hotel, London</strong></td>
<td>Belize's experience was presented by TRL of UK - Sept 16, 2015</td>
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<tr>
<td><strong>25th World Road Congress in Seoul, Korea</strong></td>
<td>CDB presented on the Belize Road Safety Initiative</td>
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<tr>
<td><strong>The World Road Association launched its new Road Safety Manual</strong></td>
<td>Launched on Nov 3, 2015 - provides free online guidance to implement safe system road infrastructure. In the manual, the Belize Road Safety Project is highlighted in several case studies to illustrate international best practice. You can view for yourself and check: Box 9.2 - Multi-Sector Road Safety Projects; Box 10.1 - Corridor Approach to Risk Assessment; and Box 11.7 - Economic Evaluation</td>
</tr>
<tr>
<td><strong>2nd Global High Level Conference on Road Safety, Brasilia</strong></td>
<td>Belize’s Road Safety Project was highlighted for the multidisciplinary approach used to address road safety - November 18-19, 2015</td>
</tr>
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</table>
By 2020, we should be at a 3 star rating on Belize’s Demonstration Corridor
2030 Vision being implemented to accommodate all road users

Importance of Monitoring and Evaluation!!!
Thank You

“Wherever there is a human being, there is an opportunity for a kindness.”

~ Sen.